

Table 3-1
Issues Raised by the TAC/CAC for Consideration in Alternatives
Definition

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| <ul style="list-style-type: none"> .. More frequent service .. On-demand/Dial-a-Ride Service .. Express Service from Goleta to Montecito .. Main Line Express not leaving freeway with stops only at ramps needs interconnection from ramps to local destination .. Flag stops for transit service .. Timed transfer system .. Allow longer walks to connect to transit stops .. Reduce youth's assumption of car ownership .. Shift community sense of self as transit oriented rather than competitive with transit .. Create nodes for transfer points .. Evaluate reasonable criteria for system design (e.g. waiting, headways. transfer stop placement usually 1/4 mile) .. 1/4 mile stops not acceptable - 1/8 mile better .. Trip length by transit must be based on door to door travel time including walk to and wait for bus .. Trunk line should run every 10 minutes .. Concentrate on mainline and high volume areas (freeway express) - improvements should be first focus .. Define convenient and express. Express: no stops between start and finish .. E.G. Express line, along | <ul style="list-style-type: none"> trunk line for intermediate locations .. Transit has to be cost competitive .. If true cost of auto use is realized, transit is more attractive .. Transit priority signals .. Expand service hours (Summerland/Carpinteria) |
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- .Focus on development of new market towards transit (young folks?) do not compete with private auto. (environmental, infrastructure, economic benefits of transit superior)
- .Need to craft system for mid-long range commute and short range system and bike/pedestrian connections
- .Improve comfort of riders on bus
 - allow rider to use time while on bus
 - more spacious vehicles
- .Improve ease of understanding transit schedules:
 - as easy as pushing a button
 - voice-mail activated menu - Trimet (Portland) example
- .Any system must be flexible to cultural changes
- .Main routes/express lines, with demand responsive local system
- .Still need marketing
- .Public vs. private dollars on system?
- .Downfall of Transit
 - still fossil fueled (LRT)
- .Light Rail Transit
 - Need to increase consideration of capital cost effective
 - non-polluting
- headway = 15-20 minutes for single track system
- .May be good to focus to high density origins (e.g. UCSB, airport, Ventura, downtown for LRT/HRT/Club Car ideas first)
- .Light rail possibility on Hollister Avenue? (Like Sacramento system with 10 minute headways and single track)
- .Interest in cost comparison of packages
- .Efficiency of Intercity system greatly influences choices of external trip makers

